Approved For [redacted] 00511R000100010006-4

D/Tech

OSA - 3754-64

25X1A

25X1A [redacted]

8 July, 1964

25X1A

Mr. [redacted]
Mr.

Dear Sirs:

Enclosed is a general reprt of my activities, to date, on our project. The delivery of the Aero Ektachrome EK-Special film and the Panatomic-X EK-4400 film has been completed. After one reject shipment the Bausch & Lomb, Blue & Green filters have been re-delivered. Flying waits only for the delivery of the IR and CD films. This should be within the next two weeks.

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As discussed with [redacted] I plan to come to DC, 13 July., and carry on from there with a mutually planned itinerary. I believe that you have a very tentative schedule which was suggested in March.

As usual with any project there are problems. One of the P-220 cameras that we are using at Vidya (Itek, West Coast) is not operating properly. I have obtained two spares,, but
25X1A with out the Schneider Xenotar lenses, from FTD. A phone call today to ASD, [redacted] has fairly well insured me of two or three replacement-spare P-220 cameras with the Schneider lenses,on a loan basis.

A second phone call today was from FTD allowing as how they could not sign ot cameras to individuals, all the original cameras, and that I would have to find a property officer to sign for them. They recommended that I go to one at Hanscom Field.

I recommend that Wright-Pattersqn be on my itinerary and I can probably straighten this mess out.

I have programmed about two weeks availability for my trip and will discuss it further when I arrive in your office on 13 July, 1964

Yours

25X1A [redacted]

MAJOR USAF

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25X1A

To: [redacted]

From: [redacted]

July 1, 1964

Subject: Recapitulation of Flight Test Program

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1. The first flight test area has been laid out as indicated on USAF Operational Navigation Chart ONC 404, Mojave Desert. A copy of this chart is attached, the original has been forwarded to the Itek West Coast Office.

2. Six (6), P-220, 70 mm format cameras equipped with Schneider Xenotar f/?.8,3 inch focal length lenses, have been forwarded to the West Coast. Included were eight (8) magazines and one (1) intervalometer. Testing, mounting and installation will be accomplished by the Vidya Division of Itek Corporation. Special filter holders will be fabricated at Itek, Lexington and the filters will be mounted in the holders and forwarded to the West Coast.

Two (?) additional cameras (for emergency back-up use) are available and will be forwarded to the West Coast.

3. Film and filter combinations are as follows:

(24 Rolls)	Panatomic-X EK-4400 (SO-130)	Filter	Factor
	Camera I Blue	90-4-460 (B and L)	3X
	Camera II Green	90-4-540 (B and L)	2.5X
	Camera III Red	29 (W)	4X
(8 Rolls) E 3	Aero Ektachrome EK-Special	Filter	Factor
	Camera IV Color	2E (W) plus emulsion batch filter	
	Infrared Ektachrome EK-8443	Filter	Factor
	Camera V CD	G-15 (W)	2X
	Infrared EK-5424	Filter	Factor
	Camera VI IR	88 (W)	3.5X

It is recommended, particularly since it may be necessary to adjust the individual cameras to optimum focus for particular film/filter combination, that each be marked as above and that care be taken that they are always loaded in accord. The same precautions should be taken in labeling the exposed

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25X1A film cans for processing and shipment.

4. Processing of the black and white films, including the infrared (Cameras No. I, II, III and VI) will be accomplished by Vidya. [redacted] Itek, has offered to make pertinent recommendations on the processing techniques. It is suggested that upon completion of the processing that the above material and the unprocessed color film (Cameras IV and V) be air shipped directly to you. It will be my responsibility to have the color films processed.

5. Accompanying the film Vidya will enclose a flight and processing log. The flight log will include the following:

a) Date of flight
b) Time at beginning and end of each photographic run, restricted to between the hours of 1000-1400. If at all possible the runs should be broken in some way i.e., by closing the camera latch doors and exposing a few frames between runs.
c) Latitude-Longtitude at beginning and end of each run.
d) Altitude - 30,000 feet or aircraft maximum for the first flight test.
e) Ground Speed
f) True course and true heading
g) Weather conditions. We will usually wait for good and preferably excellent weather of low cloud density and minimum haze.
h) Camera data; this will tentatively be set at f/2.8 and 1/1000 sec for all cameras; cycling time used for the required 60% overlap.

Processing data to include:

a) Developer
b) Time and temperature
c) Method

6. In order to assure a well documented record of this operation it is requested that chronological ground photography be obtained of the system and its components and the aircraft installation. Photography of the processing area would also be of interest.

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[redacted]
Major, USAF

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